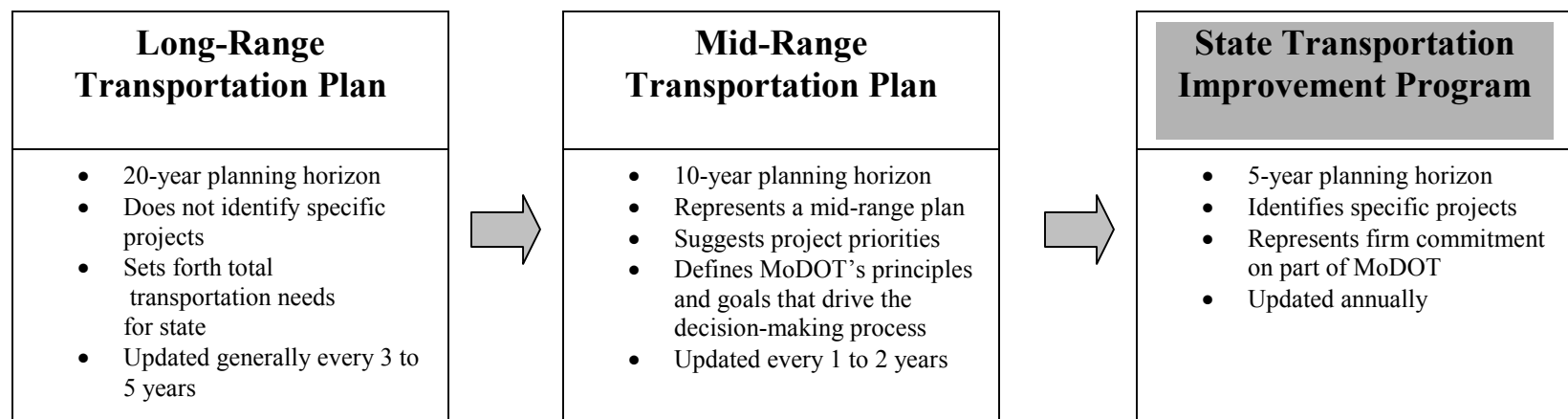


## Statewide Transportation Improvement Program Introduction

This Statewide Transportation Improvement Program (STIP) for state fiscal years 2002 through 2006 (July 1, 2001 – June 30, 2006) is prepared annually by the Missouri Department of Transportation in accordance with state law and the federal Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21). The STIP includes all projects proposed for funding under TEA-21, the Federal Transit Act, the Aviation Investment and Reform Act for the 21<sup>st</sup> Century (AIR 21) and State General Revenue.

The Statewide Transportation Improvement Program sets forth the specific construction projects MoDOT will undertake in the next five years. It covers highways and bridges, transit, aviation, rail, waterways, enhancements and other projects. It is the project-specific product that tells Missourians what improvements to expect on their transportation system during this period.

The STIP is part of MoDOT's family of plans. The Long-Range Transportation Plan (LRTP) provides the vision and direction for project development activities. The LRTP is not constrained by fiscal realities, but it considers needs in relation to anticipated revenue. MoDOT recognizes its planning process must demonstrate logical transitions between the directions established in the LRTP and the project-specific STIP. A mid-range plan serves this purpose. It is the first stage in identifying specific projects and programs that will address transportation needs. The mid-range planning process will determine the type of improvement that might be needed and the steps needed to develop specific projects, including all engineering, socioeconomic and environmental considerations. The figure below shows the relationship among the three plans.



For urban areas with populations greater than 50,000 (St. Louis, Kansas City, Springfield, Columbia, St. Joseph and Joplin), the transportation projects listed in the Transportation Improvement Programs have been developed by their respective Metropolitan Planning Organizations. They are referenced in this document. To review the specific projects outlined in the TIPs, please review the document at the MPO office or the appropriate MoDOT district office.

Authorization may be requested for any phase of development (e.g. preliminary engineering, right of way or construction) during fiscal years 2002-2006. These projects were prioritized using the current prioritization processes that are explained in more detail in each section.

Overall, MoDOT has available more than \$ 6.2 billion in this STIP.

This is the first STIP to see reduced funding because of repayment of bonds let in previous years. In 1999, the General Assembly and governor authorized MoDOT to use bond financing to accelerate highway and bridge improvements. More than \$1 billion, financed by bonds, is being or will be used to increase construction in 2001 through 2003.

The accelerated work has benefited the state's highway and bridge system, but repayment with interest begins in fiscal year 2002. MoDOT expects debt payment to cost \$270 million between 2002 and 2005. This money is paid from future construction budgets.

Other factors also are contributing to a lower amount of funds available for projects in this STIP. Missouri's economy slowed dramatically in 2001. Revenue projections from last year anticipated a growth rate of 3.7 percent from sources such as fuel taxes, vehicle sales taxes and license fees. This growth did not materialize. As a result, \$277 million less in revenue is available for construction between 2002 and 2005.

The money allotted to MoDOT's Highway and Bridge Construction Schedule is the largest amount of money in its overall budget. It funds the majority of the road and bridge projects the department undertakes.

In SFY 2002, \$1.456 billion is available for road and bridge projects; \$1.446 billion is programmed. The SFY2002 program includes \$397 million in bond financing money. In 2003, \$1.371 billion is available; \$1.319 billion programmed. The SFY2003 program includes \$453 million in bond financing money. State fiscal year 2004 shows \$636 million available, with \$515 million programmed. MoDOT projects \$648 million available, with \$485 million programmed in 2005. In 2006, \$689 million is available and \$446 million programmed.

The STIP is balanced for these years, with the amount programmed being lesser than or equal to the amount available. By keeping allocations less than available funds, all projects scheduled can be completed if the following conditions are met:

- State and federal funding is at expected levels;
- Environmental requirements are met;
- Legal matters, especially right-of-way acquisitions and utility relocations, are resolved on a timely basis; and
- Metropolitan planning organization concurrence on projects in Columbia, Joplin, Kansas City, St. Joseph, St. Louis and Springfield is received; and
- Projects identified as funded with bond financing in 2003 are approved by the Missouri Highways and Transportation Commission and the legislature.

Programmed funds will make significant improvements in the system. The major elements this investment in the state's roads and bridges buys are:

- 52 miles additional lanes to existing facilities
- 190 miles of four-lane facilities
- 31 miles of two-lane facilities
- 262 miles of major resurfacing
- 3500 miles of minor resurfacing
- 231 bridge replacements
- 69 bridge rehabilitations
- 9 major bridge improvements
- 56 safety projects

This STIP reflects MoDOT's change in philosophy to dedicate more funds to rehabilitation and reconstruction of the existing \$60 billion highway and bridge asset. This means less money dedicated to system expansion, which includes projects like adding new lanes to existing highways or building new highways. For SFY 2002 and 2003, approximately 57 percent of the right of way and construction money is devoted to system expansion, with the remainder allotted to rehabilitation and reconstruction (31 percent), regional priorities (10 percent) and safety projects (2 percent). Between 2004 and 2006, approximately 34 percent of the right of way and construction money is devoted to system expansion, with the remainder allotted to rehabilitation and reconstruction (55 percent), regional priorities (7 percent) and safety projects (4 percent).

Projects can be added to the STIP throughout the year with funding not yet programmed. These projects most often are safety, rehabilitation and reconstruction or economic development projects that respond to a quickly developing need.

Included in the money allocated to the highway and bridge construction schedule in 2002-2006 is almost \$154 million from the Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21) programmed for 40 special projects. These funds are part of a federal \$9.4 billion program to fund high priority projects nationwide. MoDOT has also received \$15.32 million additional federal funds to be obligated in federal fiscal year 2001. One project received discretionary bridge funds. Another project received interstate maintenance discretionary funds. Three projects received innovative bridge research and construction funds. National Corridor Planning and Development Program and Coordinated Border Infrastructure Program funds were allocated to two projects. Three projects received section 378 highway funds.

Missouri also gets almost \$115 million annually in certain categories of federal sub-allocated funds. These federal funds are broken down into several categories.

- Highway Bridge Replacement and Rehabilitation Program is used for the total replacement and rehabilitation of a structurally deficient or functionally obsolete highway bridge on any public road. Annual available federal amount is \$27,188,624.
- Surface Transportation Program funds any type of transportation project included in 42 U.S. C. Sec. 133, including pavement preservation, bridges, highway expansion, congestion mitigation, safety, environmental mitigation, transit and pedestrian facilities is eligible for STP funds. Annual available federal amount is \$42,973,755.
- Congestion Mitigation and Air Quality Program funding levels and eligible work types are established by FHWA and Environmental Protection Agency. The basic premise behind these funds is to reduce transportation-related emissions. Annual available federal amount is \$22,131,275.
- The Federal Transportation Enhancement Program offers extensive opportunities to take unique and creative actions to integrate transportation into our communities and the natural environment. Annual available federal amount is \$16,800,000.
- Rail-Highway crossing safety projects are to improve safety at rail-highway grade crossings for both highway and rail users. Annual available federal amount is \$3,990,000.
- The Missouri Department of Natural Resources is responsible for the Recreational Trails Program, but funding comes from federal TEA-21 funds through MoDOT. In 2002, DNR has \$965,481 programmed to 18 projects.

MoDOT has programmed three projects at \$2,504,000 under the Federal Lands Highway Program through 2003. These projects are designed to provide access to federally owned lands.

MoDOT's Multimodal Operations unit performs statewide planning and grant administration in the areas of aviation, railroads, transit and waterways. Unlike funding for highway and bridge projects, state funds for multimodal projects are approved annually by the General Assembly. There are five areas of responsibility under which Multimodal Operations establishes priorities and programs funds.

- The State Transportation Assistance Revolving Fund was established in 1996 to assist in the planning, acquisition, development and construction of transportation facilities other than highways. The estimated financial summary for the STAR Fund for 2002 – 2006 is \$2.7 million.
- Aviation program funding assists eligible sponsors in the planning purchase, construction, maintenance and improvement of airports. The estimated financial summary for 2002 – 2006 is \$131.3 million, including state, federal and local funds.
- The railroad section administers federal and state funding to improve rail transportation including rail planning programs, rail implementation projects, Amtrak state-supported operations and the railroad-highway grade crossing program. The estimated amount to be programmed from 2002 - 2006 is \$65.9 million without the railroad-highway grade crossing program.
- MoDOT administers Federal Transit Administration funds through a variety of programs to assist transit in urban and rural areas. The estimated financial summary for 2002 – 2006 is \$556.8 million.
- Support of the waterways comes in the form of technical and financial assistance to public port authorities through administrative grants, ferry boat grants and the capital improvement program. The estimated financial summary for 2002 – 2006 is \$39.1 million.